

MICHIGAN Aviation

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GREAT LAKES INTERNATIONAL AVIATION CONFERENCE

Information and Registration: pgs. 4 & 5



COMMISSION ACTION

The Michigan Aeronautics Commission met in Battle Creek on July 23, 2003 and in Harbor Springs on September 10, 2003. At the September 10, 2003 meeting, commission members elected officers for the coming year. Current Vice-Chairman, Sidney Adams was elected Chairman, replacing Fred Rakunas. Dean Greenblatt was elected Vice-Chairman. Each will serve a one year term. Additional items acted upon included the approval of funding for airport improvements across the state. Some projects have federal, state, and local funding, while others are funded from state and/or local sources alone. Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds. The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees. Following are the approved projects:

July 23, 2003 Meeting

ALMA

Gratiot Community Airport

\$30,000 for an environmental assessment for a taxiway extension project and for clearing and drainage work. \$27,000 federal, \$1,500 state, and \$1,500 local.

Gratiot Community Airport

\$67,000 for design work for the above mentioned project. \$60,300 federal, \$3,350 state, and \$3,350 local.

BELLAIRE

Antrium County Airport

\$51,000 for an environmental assessment for runway safety area improvements. \$45,900 federal, \$2,550 state, and \$2,550 local.

CHARLEVOIX

Charlevoix Municipal Airport

\$906,000 for a parking area and associated lighting. \$815,000 state and \$91,000 local.

CHEBOYGAN

Cheboygan County Airport

\$113,222 for purchase of snow removal equipment, crack sealing, pavement marking, drainage improvements, and approach clearing. \$101,900 federal, \$5,661 state, and \$5,661 local.

COLDWATER

Branch County Memorial Airport

\$172,000 for apron widening and rehabilitation. \$154,800 federal, \$8,600 state, and \$8,600 local.

Branch County Memorial Airport

\$30,000 for an environmental assessment and for Runway 6/24 safety area improvements. \$27,000 federal, \$1,500 state, and \$1,500 local.

EVART

Ewart Municipal Airport

\$390,440 for construction of a partial parallel taxiway. \$351,396 federal, \$19,522 state, and \$19,522 local.

FRANKFORT

Dow Memorial Airport

\$325,000 for land acquisition.
\$292,500 federal and \$32,500 local.

GREENVILLE

Greenville Municipal Airport

\$100,000 to purchase snow removal equipment. \$90,000 federal, \$5,000 state, and \$5,000 local.

GROSSE ILE

Grosse Ile Municipal Airport

\$31,667 to install an animal control fence. \$28,500 federal, \$1,584 state, and \$1,583 local.

HASTINGS

Hastings Airport

\$69,740 for fencing. \$63,400 federal, \$3,170 state, and \$3,170 local.

HOLLAND

Tulip City Airport

\$17,394,000 for the second phase of a runway extension project including construction of a tunnel and road relocation. \$15,249,600 federal, \$847,200 state, and \$1,297,200 local.

LINDEN

Price's Airport

\$60,000 for and airport layout plan update. \$54,000 state and \$6,000 local.

NEW HUDSON

Oakland/Southwest Airport

\$166,667 for land acquisition and wetland determinations. \$150,000 federal and \$16,667 local.

PONTIAC

Oakland County International Airport

\$3,883,334 to construct a noise wall, land acquisition, noise insulation, and purchase of an airport rescue firefighting vehicle. \$3,495,000 federal, \$119,167 state, and \$269,167 local.

ROMEIO

Romeo State Airport

\$50,000 for preliminary engineering work for the relocation of 31 Mile Road. \$45,000 federal, \$2,500 state, and \$2,500 local.

SANDUSKY

Sandusky City Airport

\$333,333 for building, apron, and taxiway relocation. \$300,000 federal, \$16,666 state, and \$16,667 local.

TRAVERSE CITY

Cherry Capital Airport

\$111,111 for construction of a general aviation apron. \$100,000 federal, \$5,555 state, and \$5,556 local.

STATEWIDE

Various Airports

\$3,500 in state funds to purchase wire-marking balls.

September 10, 2003 Meeting

COLDWATER

Branch County Airport

\$21,000 to relocate the Runway 4 threshold. \$18,900 federal, \$1,050 state, and \$1,050 local.

DETROIT

Detroit Metropolitan Airport

\$625,000 for a noise study. \$500,000 federal and \$125,000 local.

Detroit Metropolitan Airport

\$6,875,000 for noise attenuation work. \$5,500,000 federal and \$1,375,000 local.

ESCANABA

Delta County Airport

\$330,000 for construction of baggage and security rooms. \$165,000 state and \$165,000 local.

FLINT

Bishop International Airport

\$117,263 for explosive detection equipment and a master plan update. \$105,537 federal, \$5,863 state, and \$5,863 local.

**Commission Action
continues on pg. 8**



AVIATION IN-FORMATION

Four aviation pioneers were inducted into the Michigan Aviation Hall of Fame during the 2003 enshrinement ceremony on October 11, 2003 at the Michigan Library and Historical Center in Lansing.

WILLIAM A. "BILL" BARBER was born in Minneapolis, Minnesota in 1926 and was a long-time resident of Whitmore Lake, Michigan until his death in 1987. He had an illustrious 33-year career as a pilot for North Central, Republic, and Northwest Airlines. In addition, Barber was one of the most versatile and theatrical air show entertainers of all time. He performed skywriting and comedy acts, a rope ladder pickup and cartop landing, team aerobatics, and a wing-walking routine. He once performed 14 different airshow acts at one site over a two-day period, prompting one newspaper reporter to refer to him as "The One-Man Air show," and another as "Aerobatic Flying's Renaissance Man." Barber is survived by his wife, Elaine.

JAMES L. "JIM" EDWARDS was born in Detroit in 1940. A second-generation Tuskegee Airman, Edwards attended Air Force Officer Candidate School and pilot training. Following his military service, Edwards organized and operated a flight school and air charter service, Aero Service Inc., at Detroit City Airport. During that time he applied to become a pilot for United Airlines, but was turned down because of his race. In 1973 he went to court and in 1977 won a consent decree that opened jobs for qualified minority pilots. He was the fourth black pilot hired by United Airline. Edwards retired in 2000 as a 747-400 captain. On his last flight, his son, James Edwards, Jr. was his co-pilot -- the first black father and son cockpit crew. James Edwards Sr. is a founding member of the Organization of Black Airline Pilots and current President of the Detroit Chapter of Tuskegee Airmen. He resides in Southfield.

EDSEL BRYANT FORD, the only child of Henry Ford and Clara Bryant, was born in Detroit in November 1893. In 1921, Ford subscribed to and became a director of the Detroit Aviation Society and in 1922 became an officer and director of the Aircraft Development Co. formed to build the first all-metal dirigible. The following year he donated \$10,000 to guarantee the prize money for the Pulitzer Trophy Air Race held at Selfridge Field in Mt. Clemens. He was elected to the finance committee of the National Aeronautic Association in 1923 and became active in its fund solicitation drive. Ford was very active in the promotion of the National Air Tours (1925-1931) that demonstrated the safety and reliability of commercial aviation and the need for modern airfields across the United States. Finally, with the advent of World War II and the failing health of his father, Edsel Ford was active in the operations of the Ford Willow Run bomber plant. Edsel Ford died at the age of 49 in 1943.

COL. JACK A. SIMS was born in Kalamazoo in 1919. He enlisted as an Aviation Cadet in November 1940 and was commissioned as a 2nd Lieutenant and pilot in the U.S. Army Air Corps the following year. His first assignment was flying as co-pilot on B-25 Mitchell medium bombers assigned to submarine patrol and war maneuvers. Subsequently, he volunteered for a mission to be led by the veteran pilot Lt. Colonel James Doolittle. It turned out to be a "one-way" mission to bomb the Japanese home islands with the city of Nagoya as Sims' target area. After an arduous three month journey, he made it back to the States and was reassigned to the 320th Bomb Group, U.S. 12th Air Force, North Africa, as 1st Pilot on B-26 Marauder medium bombers. Sims retired as a Colonel with Command Pilot Rating after 28 years of continuous Air Force service. He resides in Naples, Florida with his wife Lee, and is the co-author of his biography *First Over Japan: An Autobiography of a Doolittle-Tokyo Raider*.

The Federal Aviation Administration is expected to require tail inspections on Cessna 150 and 152 airplanes. First reported by the FAA in 2000, cracks in vertical fin attachments have become the subject of an additional warning from the agency. An airworthiness concern sheet issued in late September says cracks have been seen with increasing frequency in the past two years and the FAA expects to order mandatory inspections of all models made from 1966 to 1980. The original problem was most prevalent in 1978 Cessna 152s and could result in the vertical and horizontal tail surfaces falling off. Only four cracks were reported in the 1970s, then six in the 1980s, and 12 in the 1990s. In the past three years, another 12 cases of fin attachment cracks have been reported. Under the present proposal, owners would have to get the tail inspected within the next 100 flight hours and every 1,000 hours thereafter.

The managers and controllers at Detroit Metro Air Traffic Control Tower and Detroit Approach Control are soliciting comments and suggestions from their users. Pilots with questions or concerns about procedures or services in the Detroit area are encouraged to contact the Quality Assurance Staff via e-mail at 9-AGL-DTW-ATCT-QA@faa.gov.

The Michigan Department of Transportation administers an airport loan program designed to assist local units of government with funding for airport improvements. Prior to being eligible for such a loan, however, the airport sponsor must be pre-qualified by the Michigan Department of Treasury. This pre-qualification process has recently been streamlined. Please contact the Department of Treasury, Municipal Finance Section at 517-373-0660 for more information.

Ground Communication Outlets (GCOs) have been installed at 29 Michigan airports as part of the Department of Transportation's All Weather Airport Access Program. A GCO provides communication via telephone lines between pilots and Air Traffic Control (ATC) for the purpose of obtaining IFR clearances and canceling flight plans on the ground. It is not intended for use while airborne. The system works by automatically dialing the designated ATC facility and is activated by a series of microphone clicks on the published frequency. At most locations four clicks will dial the appropriate ATC facility (approach control or center) and six clicks will dial either Green Bay or Lansing Flight Service Stations. Pilots are reminded that the system requires a VERY SLOW sequence of clicks (at least one second intervals). Additionally, the system will "time out" and hang up if no transmission is received for about three minutes. To prevent this, pilots should key the microphone briefly while waiting for a clearance.

**Turn to the Next Two Pages for
GREAT LAKES
INTERNATIONAL
AVIATION CONFERENCE
Information and Registration.**



GREAT LAKES INTERNATIONAL AVIATION CONFERENCE

- Phil Boyer
- Brian Finnegan
- Lane Wallace
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- | | | |
|--|--|---|
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ACCIDENT REPORTS

The following accidents have been selected from Federal Aviation Administration and National Transportation Safety Board reports. Michigan Aviation does not attest to the accuracy of the reports, nor do we determine the cause of accidents.

June 6, 2003, at 1441 eastern daylight time, a Cessna 172S was destroyed on impact with trees and terrain during initial climb from Runway 28 (2,000 feet by 100 feet, turf) at Pricket-Grooms Field Airport (6Y9), Sidnaw. A witness stated that the airplane touched down about 2/3 down the runway and then took off. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan. The private pilot was fatally injured, and the passenger received serious injuries. The flight originated from Manitowoc County Airport, Manitowoc, Wisconsin, en route to 6Y9.

June 27, 2003, at 1500 eastern daylight time, a Cessna 172N sustained substantial damage during an on-ground collision with a parked airplane while landing at the Romeo State Airport (D98), Romeo. Visual meteorological conditions prevailed at the time of the accident. The personal flight was operating under the provisions of 14 CFR Part 91 on a visual flight rules (VFR) flight plan. The pilot reported no injuries. The flight departed Muskegon County Airport (MKG) at 1300. According to the pilot's written statement, he was landing on runway 27 (2,092 feet by 50 feet, asphalt) when the "right brake and wheel locked up" during the landing roll. The pilot stated the airplane departed the right side of the runway and "rolled through the grass apron and onto the paved ramp." The pilot reported the right wingtip impacted the tail of a parked aircraft on the ramp. According to the mechanic who repaired the accident airplane, the leading edge of the right wing was crushed aft and several leading edge ribs were deformed. The wing was not repaired and was replaced with a serviceable wing. The mechanic stated he inspected the right tire, rotor, brake caliper, and brake pad. No anomalies were found with the inspected items; all components were in a serviceable condition. The mechanic reported that the owner of the maintenance facility had taxied the airplane after the accident with no difficulties.

June 27, 2003, at 2100 eastern daylight time, a Bell 47G-5A helicopter sustained substantial damage during an autorotation following an in flight loss of engine power near Sandusky. Visual meteorological conditions prevailed at the time of the accident. The airline transport pilot and his two passengers reported no injuries. The 14 CFR Part 91 business flight

was not operating on a flight plan. The pilot reported the engine failed at approximately 400 feet above ground level. The pilot noted he performed a 180-degree autorotation to the southwest. A FAA airworthiness inspector conducted an on-scene inspection of the helicopter. The inspection showed engine and control surface continuity and all cylinders exhibited compression. Both fuel tanks contained fuel and the spark plugs and exhaust tubes were clean. The two magnetos worked independently. The inspection revealed that the ignition switch had an internal fault.

July 9, 2003, at 1950 eastern daylight time, a Cessna 182Q operated by a private pilot, sustained substantial damage during a forced landing, following a loss of engine power while on initial climb from Empire Airport (Y87), Empire. The 14 CFR Part 91 personal flight was being operated without a flight plan. Visual meteorological conditions prevailed at the time of the accident. The pilot and passenger reported no injuries. The flight was originating at the time of the accident and was destined for Lake Ann, Michigan (4M0).

July 16, 2003, about 1305 eastern daylight time, a Piper PA-34-220T piloted by a private pilot, was substantially damaged during a hard landing on Runway 28 (4,001 feet by 75 feet, asphalt), at the St. Clair County International Airport, near Port Huron. The 14 CFR part 91 business flight was operating in visual meteorological conditions. The pilot was not injured. The flight originated from the Flying Cloud Airport, Minneapolis, Minnesota at an unconfirmed time.

July 23, 2003, at 0732 eastern daylight time, an Aerostar S81A balloon piloted by a commercial pilot, experienced a hard landing at the intersection of Saddle Ridge and Middle Roads in Highland. Of the 10 passengers on-board, 2 sustained serious injuries, 4 minor injuries and 4 reported no injuries. The pilot reported minor injuries. The sightseeing flight was conducted under the provisions of 14 CFR Part 91 and was not on a flight plan. Visual meteorological conditions prevailed at the time of the accident.

July 25, 2003, about 2000 eastern daylight time, an experimental amateur built Ference Varieze, piloted by a private pilot, sustained substantial damage on impact with a Non Directional Beacon (NDB) antenna and with terrain during takeoff from Runway 22 at Berz-Macomb Airport (UIZ), near Macomb. The personal flight was operating under 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident. No flight plan was on file. The pilot reported minor injuries.

July 29, 2003, at 1519 eastern daylight time, a Cessna 152 was destroyed by impact and post impact fire when it collided with trees and terrain during an aborted landing on Runway 1 (2,822 feet by 100 feet, turf) at Shamrock Field Airport (6G8), Brooklyn. Visual meteorological conditions prevailed at the time of the accident. The private pilot reported minor injuries, and his passenger was seriously injured. The 14 CFR Part 91 personal flight was not operating on a flight plan. The flight departed from Ann Arbor Municipal Airport at 1500. The pilot reported that the airplane bounced and veered to the left after touchdown. The pilot stated that he "thought he had blown the left tire" and tried to correct by increasing the throttle and raising one notch of flaps. The pilot indicated that he did not have enough airspeed and the left wingtip hit a tree.

August 13, 2003, about 1145 eastern daylight time, a Piper PA-25-235 piloted by a commercial pilot, was destroyed when it impacted the ground while maneuvering near Sparta. The airplane was engaged in aerial application at the time of the accident. The 14 CFR Part 137 flight was operating in visual meteorological conditions without a flight plan. The pilot was fatally injured. The time and location of origin of the flight have not been determined.

August 19, 2003, at 0755 eastern daylight time, an Ayres S2R-G6 piloted by a commercial pilot, was destroyed when it impacted the terrain after striking a power line near Breckenridge. The 14 CFR Part 137 aerial application flight was operating in visual meteorological conditions without a flight plan. The pilot was fatally injured. The flight originated from a private airstrip in Wheeler, Michigan, at an unconfirmed time.

August 19, 2003, at 2315 eastern daylight time, a Beech 1900D sustained substantial damage during an on-ground collision with a deer while landing on Runway 6 (6,501 feet by 150 feet, asphalt) at the Muskegon County Airport (MKG). Visual meteorological conditions prevailed at the time of the accident. The flight was operating under the provisions of 14 CFR Part 121 on an instrument flight rules (IFR) flight plan. The two flight crew members and ten passengers were not injured. The flight departed from General Mitchell International Airport (MKE), Milwaukee, Wisconsin, at 2240. According to a written statement provided by Skyway Airlines, during the landing rollout two deer crossed the runway and the airplane impacted one of the deer. The deer collided with the left propeller, causing substantial damage to the left engine nacelle firewall and supporting structure.

August 22, 2003, at 1835 eastern daylight time, an amateur-built Staudacher S-1000 piloted by a student pilot, sustained substantial damage during an on-ground collision with a visual approach slope indicator (VASI) system while landing at Luce County Airport (ERY), Newberry. The pilot was attempting to land on Runway 29 (4,300 feet by 75 feet, asphalt). Visual meteorological conditions prevailed at the time of the accident. The personal flight was operating under the provisions of 14 CFR Part 91 without a flight plan. The pilot reported no injuries. The flight departed Gross Airport (52I), Pinconning, Michigan, at 1350. According to the student pilot's written statement, the airplane encountered a "very strong [wind] gust from the right (north)." The pilot reported the airplane "rolled left with a sudden drop of altitude." The pilot stated he increased engine power, but the aircraft impacted the runway. The pilot stated he saw the VASI system and "heard a thud" when the airplane impacted it. The pilot reported he was able to regain aircraft control and landed on runway 4 (2,900 feet by 150 feet, turf) without further incident. The pilot stated the left stabilizer and elevator were damaged during the collision with the VASI system. The pilot reported there were no mechanical malfunctions or failures prior to the impact with the VASI system. The student pilot's most recent 90-day solo endorsement was on August 24, 2002. The ERY automated weather observing system (AWOS) recorded the following information at 1836: Wind 320 degrees true at 9 knots gusting to 17 knots; 10 statute mile visibility; sky clear; temperature 22 degrees Celsius; dew point of 13 degrees Celsius; altimeter 30.06.

Left to right: Rob Abent, MAC Director; Dennis Norton, Frank Sinagra, and Jon Stevens representing the Yankee Air Museum; Fred Rakunas, MAC Chairman; and Robert Buttleman of Northwestern Michigan College.



M.A.C. AWARDS OF EXCELLENCE

On September 10, 2003, the Michigan Aeronautics Commission's annual Awards of Excellence were announced. Each year the commission recognizes one individual and one group who's contributions have enhanced aviation in Michigan. This year's winners are Robert Buttleman and the Yankee Air Museum. The awards were presented by Commission Director, Rob Abent and Chairman, Fred Rakunas.

Robert Buttleman, of Traverse City, has 35 years of aviation experience as a charter pilot, flight instructor, and Director of the Northwestern Michigan College Aviation (NMC) Program. He is a graduate of Western Michigan University and has been Director of Aviation for 30 years at NMC. As a designated Federal Aviation Administration pilot examiner, he has issued licenses to nearly 3,000 pilots, many of whom have gone on to successful careers in aviation. "In recognition of his many contributions, we are proud to honor Mr. Buttleman with this award," said Fred Rakunas, Commission Chairman. "He has been a life-long advocate for aviation safety, and has been instrumental in the development, success, and longevity of one of Michigan's premier aviation programs."

Since 1981 the Yankee Air Museum has sought to preserve our rich aviation history by acquiring, restoring, and flying vintage military aircraft. Located at the Willow Run Airport, the museum is home to many aircraft which are veterans of World War I, World War II, Korea, and Vietnam. Through its aircraft restoration efforts, the museum contributes to furthering awareness of our rich aviation heritage. Additionally, its active aviation education outreach program has insured that young people are aware of aviation, aerospace, and associated careers. During the Second World War, Willow Run Airport was a major production facility for B-24 bombers. At its peak in 1944, the factory turned out one bomber each hour. Ultimately 8,685 airplanes were produced, earning Michigan the sobriquet "the arsenal of democracy."

THE 2004 MICHIGAN AIRPORTS CONFERENCE...

will be held February 18-19, 2004
at the Holiday Inn South in Lansing.

For additional information, or to register,
please contact Sue Seal at 517-335-9958
or seals@michigan.gov.

The conference is co-sponsored by the
Michigan Department of Transportation and
the Michigan Association of Airport Executives.

Jennifer Granholm, Governor
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Michigan Aeronautics Commission

Barbara Burris
Executive Assistant to the Commission

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Randy Debler - Graphic Designer

Commission Action continued from pg. 2

HOWELL

Livingston County Airport

\$45,000 for land acquisition. \$40,500 federal and \$4,500 local.

IONIA

Ionia County Airport

\$27,000 for wetland mitigation. \$24,299 federal,
\$1,350 state, and \$1,351 local.

MARQUETTE

Sawyer International Airport

\$7,094,686 for fuel farm expansion, hangar insulation,
hangar demolition, construction of a firefighting and snow
removal equipment building, and installation of control tower
equipment. \$6,385,217 federal, \$283,884 state,
and \$425,585 local.

MUSKEGON

Muskegon County Airport

\$130,071 for security enhancements. \$117,064 federal,
\$6,503 state, and \$6,504 local.

TRAVERSE CITY

Cherry Capital Airport

\$61,111 for construction of a runway safety area and
general aviation apron. \$55,000 federal and \$6,111 local.

WHITEFISH TOWNSHIP

Proposed Paradise Area Airport

\$28,220 for a site feasibility study for a proposed new
airport. \$25,398 state and \$2,822 local funds.

Cover: Among the featured presentations at the 2003 Great Lakes
International Aviation Conference were (counterclockwise from
center) Lt. Col. Alexander Jefferson, Detroit Edison Co., and
Col. Lee Archer. Photos by Tim Burke and Bill Phillips,
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